

## 10. RECOMMENDATIONS MATRICES

This recommendations matrices (Tables 13-16) presents a concise summary of major options for the creation of a truck management program. The matrices are designed to aid planning and policy-making by identifying the truck-management strategies that are applicable in the short, medium, and long terms. Each recommendation is also rated on its likely impact on District residents and businesses, the freight industry, the environment, and safety and security. This evaluation is subjective, and many of the recommendations have the potential for a range of both positive and negative effects. Prior to implementing the recommendations listed in the accompanying matrices, DDOT should conduct cost-benefit studies to determine which recommendations will result in the highest overall net benefits to residents, truck operators, businesses, and other stakeholders.

Several of the recommendations, such as building a tour bus layover facility or formulating an aggressive region-wide strategy to fight traffic congestion, would require significant additional study and public consultation before implementation. Furthermore, the District government will have to determine which of the recommendations can be implemented as regulations, and which must go through the City Council law-making process. As DDOT moves into the implementation phase of truck management efforts, it will continue to consult with residents, truck operators, businesses, and other government agencies to develop the best possible policies for all involved.

The following recommendation matrices evaluate each recommendation for its impact on the following:

### **Residents**

- Reduction in the presence of trucks on residential streets, including a reduction in the air and noise pollution and vibration caused by some types of trucks.
- Reduction in truck-generated congestion on residential streets, including illegal parking by trucks.
- Improvement in compliance with new and existing regulations.
- Enhanced safety by decreasing speeding, red light running, and other traffic violations.

### **Businesses**

- Improvement in loading and unloading facilities available for trucks serving local businesses.
- Improvement of truck-oriented roadways, including designated truck routes.
- Rationalization of the regulatory structure within which businesses must operate in order to receive or use trucking services.
- Reduction in congestion, including inappropriate and illegal parking by trucks.
- Encouragement of economic development through improvement of the business climate.
- Improvement in compliance with new and existing regulations.

**Freight Industry**

- Improvement in the loading and unloading facilities available for trucks.
- Creation or improvement of truck-oriented facilities, including distribution facilities and truck stops.
- Improvement of truck-oriented roadways, including designated truck routes.
- Rationalization of the regulatory structure within which trucking companies operate.
- Reduction in congestion, including inappropriate and illegal parking by trucks.
- Improvement in compliance with new and existing regulations.

**Environment**

- Reduction in truck-generated impacts on the human and natural environments, including congestion, idling, and inappropriate or illegal parking, noise, and vibration.
- Improvement in compliance with new and existing regulations.

**Safety and Security**

- Reduction in the potential for trucks or truck-borne weapons to cause damage or injury.
- Improvement in compliance with new and existing regulations.

The categories used in the matrix are as follows:

**Impact**

- + positive
- - negative
- ± ambiguous
- N neutral

**Timing**

- Short-term 1-6 months
- Medium-term 6-18 months
- Long-term 18-36 months

**Table 13. Institutional Transparency, Coordination, and Leadership Recommendations Matrix**

	Recommended Action	Likely Impact on					Timeframe
		Residents	Businesses	Freight Industry	Environment	Safety and Security	
Institutional Transparency, Coordination, and Leadership	1. Establish a single office within DDOT to be the point of contact for motor carrier issues. Make a handbook of motor carrier management policies available to the public and to truck and bus operators.	+	++	++	++	+	Short-term
	2. Create a web site containing information on motor-carrier operations in the District, including a map of designated truck routes, instructions for obtaining licenses and permits, and a form for stakeholders to express truck-related concerns.	+	+	+	N	+	Medium-term
	3. Form a multi-stakeholder advisory committee dedicated to freight issues.	+	++	++	++	+	Short-term
	4. Create an ongoing program of data collection to document trucking activities in the District, including vehicle types and classifications, routes, hours, and patterns of operations.	+	+	±	±	++	Medium-term
	5. Investigate the costs and benefits of joining the International Fuel Tax Agreement. <sup>26</sup>	N	N	+	+	N	Medium-term
	6. Conduct a comprehensive campaign of education and outreach including updated and new truck rules and regulations.	+	++	++	++	+	Medium-term

<sup>26</sup> The District already has statutory authority join IFTA. See DC ST (2001 Edition) §47-2302, §47-2351, and §47-2352

**Table 13. Institutional Transparency, Coordination, and Leadership Recommendations Matrix**

	Recommended Action	Likely Impact on					Timeframe
		Residents	Businesses	Freight Industry	Environment	Safety and Security	
	7. Develop a master plan for the long-term, regional needs of freight movement.	+	++	++	++	+	Long-term
	8. Transfer parking enforcement responsibility from DPW to DDOT to unite enforcement and policy.	+	+	+	+	N	Medium-term

**Table 14. Routes, Restriction, and Enforcement Recommendations Matrix**

Routes, Restriction, and Enforcement	Recommended Action	Likely Impact on					Timeframe
		Residents	Businesses	Freight Industry	Environment	Safety and Security	
	1. Increase enforcement of overweight trucks.	+	±	±	+	+	Short-term
	2. Ensure that signing of routes and restrictions is clear.	+	±	+	N	+	Short-term
	3. Work with Maryland and Virginia on cross-border mismatches.	+	+	+	+	+	Medium-term
	4. Increase fines for overweight trucks and parking violations.	N	N	±	+	+	Medium-term
	5. Identify and implement preferred routes, prohibited routes, and restricted zone for truck traffic.	±	+	+	±	+	Medium-term
	6. Improve roadways designated as truck routes if necessary.	N	+	++	+	+	Long-term
	7. Perform additional research in residential neighborhoods and downtown locations with identified truck problems.	+	±	±	+	+	Long-term
	8. Create a permitting process to allow exceptions to truck route designations and restrictions as needed.	±	+	++	N	-	Long-term
	9. Create incentives for truck operators to increase compliance with restrictions and prohibition, e.g., free technology, tax credits	+	N	++	N	+	Medium-term
	10. Perform cost-benefit analyses of recommendations	N	+	++	N	N	Medium-term

**Table 14. Routes, Restriction, and Enforcement Recommendations Matrix**

	Recommended Action	Likely Impact on					Timeframe
		Residents	Businesses	Freight Industry	Environment	Safety and Security	
	11. Conduct outreach and education to truck operators to be sure they are aware of preferred truck routes and restrictions.	+	N	+	N	+	Short-term
	12. Develop a system through which the MPD and DDOT can be more proactive about alerting truck operators to major traffic disruptions such as demonstrations and construction-related road closures.	+	+	+	+	+	Medium-term
	13. Require the development and enforcement of a truck management plan for all major construction sites	++	+	±	+	+	Medium-term

**Table 15. Curbside Management Recommendations Matrix**

	Recommended Action	Likely Impact on					Timeframe
		Residents	Businesses	Freight Industry	Environment	Safety and Security	
Curbside Management	1. Improve enforcement of “no stopping” and “no parking” regulations, especially in areas reserved for loading zones and in alleyways.	++	++	++	++	+	Short-term
	2. Increase fines for parking violations.	±	+	±	+	N	Medium-term
	3. Pilot an extension of peak period no-parking restrictions to 11 AM in some areas and assess impact.	±	±	++	N	N	Medium-term
	4. Improve signing of curbside restrictions.	+	N	+	N	N	Medium-term
	5. Install meters in loading zones to encourage expeditious use and to allow for peak-period pricing.	N	+	±	+	N	Medium-term
	6. Facilitate the parking of vehicles from utility companies on residential streets when servicing residences or equipment located on that street.	±	+	+	N	±	Medium-term

**Table 15. Curbside Management Recommendations Matrix**

	Recommended Action	Likely Impact on					Timeframe
		Residents	Businesses	Freight Industry	Environment	Safety and Security	
	7. Relocate loading zones to the corners so that trucks do not have to parallel park. <sup>27</sup>	N	+	++	N	+	Long-term
	8. Promote nighttime deliveries in non-residential areas	N	±	±	+	±	Long-term
	9. Work with the owners and operators of facilities that generate significant truck traffic—warehouses, factories, distribution centers, and major retailers—to develop plans for improving the efficiency of their individual truck activities. Encourage the coordination of delivery times at large complexes, and ensure that big events have a truck management plan.	+	±	+	++	+	Long-term

<sup>27</sup> Already underway in Georgetown as part of the M Street NW Streetscape project.



**Table 15. Curbside Management Recommendations Matrix**

	Recommended Action	Likely Impact on					Timeframe
		Residents	Businesses	Freight Industry	Environment	Safety and Security	
	10. Review curbside restrictions block-by-block and ensure that there is at least one usable loading zone per block in the downtown and Dupont Circle areas and the commercial section of Georgetown.	N	++	++	+	+	Medium-term
	11. Require that all new commercial construction include sufficient off-street loading areas to accommodate present and future truck traffic.	++	++	++	++	+	Long-term
	12. Re-examine the city's solid waste collection policy with an eye toward reducing the number of garbage trucks on the streets each day, especially during the morning peak period. Also review policies allowing garbage trucks in alleyways during peak periods.	±	+	±	+	+	Long-term

**Table 15. Curbside Management Recommendations Matrix**

	Recommended Action	Likely Impact on					Timeframe
		Residents	Businesses	Freight Industry	Environment	Safety and Security	
	13. Re-examine the city policy on alleyways, with the goal of stemming the losses of off-street loading spaces.	N	±	++	+	+	Long-term
	14. Encourage building owners to provide off-street parking spaces for vehicles associated with building services.	+	±	++	+	N	Medium-term
	15. Develop financial incentives to encourage truck operators and businesses to voluntarily comply with recommendations.						
	16. Consider creating a program for courier services to purchase exclusive rights to certain parking spots during their peak demand hours.	N	+	+	N	N	Long-term

**Table 16. Security Recommendations Matrix**

	Recommended Action	Likely Impact on					Timeframe
		Residents	Businesses	Freight Industry	Environment	Safety and Security	
Security	1. Educate truck and bus drivers and the public to recognize suspicious activity.	+	+	+	N	++	Short-term
	2. Continuously update identification of all assets within the city that need protection from truck-borne threats.	+	+	N	N	++	Medium-term
	3. Improve and publicize procedures for permitting the transport of hazardous materials.	+	±	±	++	++	Medium-term
	4. Consult with Federal officials on further restriction of vehicles carrying hazardous materials in the District if they do not have a destination in the city.	+	+	-	+	++	Medium-term

**Table 16. Security Recommendations Matrix**

	Recommended Action	Likely Impact on					Timeframe
		Residents	Businesses	Freight Industry	Environment	Safety and Security	
	5. Create an on-going program of security-oriented data collection to document trucking activities in the District, including vehicle routes, hours, and patterns of operations, hazardous materials terminals, and facilities-at-risk.	N	N	±	N	++	Medium-term
	6. Investigate participation in demonstration projects and tests of advanced technology related to truck security.	N	+	+	N	++	Medium-term
	7. Establish policies for coordination with Federal and neighboring state law enforcement and transportation agencies to address truck-borne threats.	+	+	+	N	++	Medium-term
	8. Integrate truck security measures with truck control strategies for other purposes.	+	+	+	N	++	Long-term

**Table 16. Security Recommendations Matrix**

	Recommended Action	Likely Impact on					Timeframe
		Residents	Businesses	Freight Industry	Environment	Safety and Security	
	9. Consider establishing zones with security precautions commensurate with the level of security required within the zone.	±	-	-	±	++	Medium-term
	10. Prohibit gasoline tankers from entering sensitive areas, especially around important government or symbolic sites after following Federal regulations for local action and seeking and obtaining Federal Government agreement.	N	-	-	+	++	Long-term
	11. Cooperate with Federal agencies and other institutions to standardize and coordinate their security procedures.	N	N	+	+	±	Long-term
	12. Explore with its Federal and private sector partners the feasibility of a unified “trusted driver” program	N	N	+	N	+	Medium-term

**Table 16. Security Recommendations Matrix**

	Recommended Action	Likely Impact on					Timeframe
		Residents	Businesses	Freight Industry	Environment	Safety and Security	
	13. Explore with Federal partners the creation of a centralized truck inspection facility for trucks entering high-security areas such as the grounds of the Capitol or the White House.	N	N	±	N	+	Long-term
	14. Increase the number of safety inspections, and train officers to look for evidence of VBIED	+	+	+	N	++	Medium-term